



April 4, 1996

**TO: BOARD OF DIRECTORS**  
**FROM: PATRICIA V. MCLAUGHLIN; RAE JAMES**  
**SUBJECT: ASSEMBLY BILL 2419**



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**ISSUE**

Assembly Bill 2419 (Bowler) has been introduced and is scheduled for a hearing before the Assembly Transportation Committee on April 15, 1996. As it is currently written, the bill would require all transit operators within a county to be added to a Congestion Management Agency's Board. The author's staff have indicated that this bill will be amended to make major revisions to Congestion Management Program (CMP) statute, including possible elimination of the CMP requirement.

**BACKGROUND**

MTA staff met with Assemblyman Bowler's staff on Tuesday, April 2, 1996. It was at this meeting where we learned officially of their intention to introduce amendments to AB 2419 which may repeal the requirement for the CMP. A second proposal made by the Assembly Transportation Committee staff was to provide County Boards of Supervisors with the authority to determine whether or not to participate in the CMP requirement.

The CMP is a state-mandated requirement created in 1990 and linked to the increase in gasoline tax. It is developed and administered by the MTA in Los Angeles County and implemented by local jurisdictions. Since its inception, Los Angeles County has adopted its local CMP three times, most recently in November 1995.

The CMP has been beneficial for Los Angeles County, resulting in improved transportation planning analysis and the implementation of local mobility improvements that would not have occurred otherwise. It provides an incentive to local jurisdictions to implement transportation improvements that complement and enhance MTA efforts to improve regional mobility. Since enactment in 1990, local and private sector actions have resulted in 2.7 million daily vehicle miles being accommodated or eliminated. This equates to \$30 million in annual time savings, \$48.6 million in annual fuel savings, as well as significant air quality emission benefits.

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The CMP has also been accepted by the five Southern California County Transportation Commissions and the Southern California Association of Governments (SCAG) in meeting ISTEA requirements for a regional Congestion Management System (CMS). If the CMP requirement is eliminated, SCAG will be required to implement an alternative CMS process. This would result in SCAG having greater authority over Los Angeles County projects. Federal CMS requirements prohibit federal funds from being used for a highway or transit project that significantly increases single-occupant vehicle capacity unless the project results from an approved CMS. Further, the CMS must specify the types of travel demand and operational strategies that must be implemented in order to approve a capacity increasing project.

MTA has also used the CMP to document the implementation of local projects that can be credited as Transportation Control Measures, thereby assisting in demonstrating local compliance with the air quality conformity requirements of the Federal Clean Air Act.

MTA has developed a basic CMP that recognizes the complexity and extreme levels of congestion in Los Angeles. It allows cities maximum flexibility in meeting CMP requirements and it preserves local control and authority. It was developed cooperatively with cities, regional agencies, transit operators, the private sector and environmental interests who all continue to be very active in its implementation. Specific benefits that have resulted from the CMP are identified in Attachment 1.

Since MTA staff have been leaders on statewide CMP issues and recently led a Statewide Committee that examined a wide range of CMP issues and developed recommendations that have been incorporated into CMP statute, MTA staff are in the process of coordinating a meeting in Sacramento within the next several weeks to discuss CMP issues and recommendations with CMAs, legislative staff, and other interested parties. Staff members from both the Assembly and Senate Transportation Committees have expressed their openness to input. MTA staff are also prepared to share our concerns regarding proposed changes to CMP statute at the April 15th meeting of the Assembly Transportation Committee. This Board Box item was prepared to advise the Board of this issue that has only recently emerged, but has rapidly progressed. Staff will provide the Board with a full presentation on this issue at its May meeting.

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## ATTACHMENT 1

### CONGESTION MANAGEMENT PROGRAM BENEFITS

**Highways:** The CMP developed the first ever methodology for measuring consistently, on a countywide basis, the performance of the regional roadway system including freeways, highways, and major arterials. This provides a “snapshot in time” to judge the impact of growth and the benefits of transportation improvements on the roads of Los Angeles County.

**Transit:** The CMP developed the first ever measure of how effectively transit is moving people within the region. This data is derived from information already collected by transit operators through the pre-existing Short Range Transit Plan (SRTTP) process.

**Land Use:** The CMP developed the first ever standardized countywide guidelines for assessing the regional transportation impacts of new development. Integrated into the CEQA process, these guidelines have been welcomed by cities, the private sector, and EIR consultants as they provide certainty in how to meet an existing CEQA requirement.

**Deficiency Plan:** MTA developed a countywide deficiency plan as an alternative to site-specific analysis to streamline local responsibilities for implementing mobility improvements necessary to accommodate growth. This simplified program is based on a point system that quantifies the mobility impact of different land uses as well as the mobility benefit of over 50 mobility strategies, has resulted in the implementation of numerous local transportation strategies that have resulted in 2.7 million daily vehicle miles accommodated or eliminated over five years. MTA annually transmits the emission benefits of these projects to SCAG and the Air District so that local projects receive air quality credit in determining conformity with federal air quality requirements.

The program has encouraged cities to participate in MTA efforts to address regional congestion, such as the numerous multi-jurisdictional signal synchronization projects currently under way and the shuttle between Metro Green Line Aviation Station and LAX funded by the City of Los Angeles. Some cities have even benefited financially from this process by trading CMP credits for Proposition A and C local return dollars from other jurisdictions. Further, encouraged by the CMP, certain subregions of the County are beginning to work together to explore mobility improvements that they can implement on a multi-jurisdictional, cooperative basis.